

MOTHERS' CONGRESS MEETS

Women Gather Together to Discuss the Welfare of Children.

COLORED TEACHER GIVEN AN OVATION

First Session is Given Over Largely to Welcoming Visiting Delegates and an Informal Reception.

The opening session of the Mothers' congress at the Omaha Woman's club rooms yesterday afternoon was devoted to welcoming the guests.

After a most cordial greeting and a mention of the youth of the congress, Mrs. Heller said: "Though we are a Mothers' congress we are in our infancy."

Mother Needs to Study.

"People think nothing of live stock shows, doctors' conventions and the like, but they are inclined to scoff at a Mothers' congress."

Mrs. Birney, the national president, responded to the welcome. "It gives me great pleasure to have these mothers here."

"In my moments of distress, which come to us all, I seem to see visions of thousands of little hands stretched out appealingly to me."

Colored Teacher Talks.

Mrs. Heller next introduced Miss Moten of Washington, the colored kindergarten teacher who has done so much for her fellowmen.

"There is a large class of colored men and women who have never known the horrors of antebellum days."

A telegram of greeting and best wishes from the Salt Lake City and a letter from the South Dakota branches were then read.

The following program will occupy the congress today and tomorrow:

Monday afternoon: Paper, "Result of the Training School in Washington for Colored Kindergartens."

Monday evening: Open conference; informal discussion of matters connected with home and school; organization of mothers' clubs; questions and answers.

Monday afternoon: Paper, "Result of the Training School in Washington for Colored Kindergartens."

On Thursday and Friday, in this series of women's meetings, will be held the sixth annual meeting of the National Household Economic association.

WRECK THAT COSTS ONE LIFE

Fatal Smashup in the Elkhorn Yards in North Part of City.

FREIGHT TRAIN RUNS INTO PASSENGER

One Man Killed and Several Injured So Badly They May Die—Victims Scalded by Escaping Steam—Engineer Can't Stop.

A collision due to carelessness, resulting in the death of one man and serious injury to five, occurred in the Elkhorn yards at Pinyon street at 10:12 a. m. yesterday.

Killed: HARRY GONES, waiter, of Chicago. Fatally wounded: OTTO HOMEDALE, conductor of dining car, scalded and injured about the body.

THOMAS PARSONS, waiter in dining car, crushed and scalded. Will probably die. Home in Omaha.

Seriously injured: J. WESTERHEIDE, Omaha, internally injured. M. W. BRANDT, engineer of freight engine No. 290, internally injured.

M. K. SMITH, engineer of freight engine No. 67, internally injured. FRANK SPECK, fireman freight engine No. 200, cut about face and body and probably internally injured.

MADSEN, fireman of freight engine No. 67, hurt about head and shoulders. D. F. DANNER, Pullman car porter, hurt by falling glass.

The following waiters and cooks in the dining car were more or less injured about the hands and face by flying glass and splinters:

Madry, Chicago. Fred Leonard, Chicago. Henry Jones, Chicago. Thomas Robinson, Chicago.

Passenger Train Was Empty. The Chicago, St. Paul, Minneapolis & Omaha train, which arrived at 9 a. m., had discharged its passengers, and after lying at the depot for some time, was backed down into the yards.

On the rear end was the Chicago & Northwestern dining car Delmonico, with its crew of six. Otto Homedale, dining car conductor; Waiters Madry, Winters and Parsons; and Cook Coling. No guard stood on the rear platform.

Pulling a heavy through freight of twenty cars were engine No. 67, in charge of Mike Smith and Fireman Madden, and No. 200, in charge of M. W. Brandt and Fireman Speck.

The double-header came round the curve just above Pinyon street at a speed of fifteen miles an hour. The track is down grade there.

Busy about their cleaning up, joking, whistling, comparing tips and planning for this day's amusement, were the crew of the dining car. The last thing that would have entered their heads was a collision.

If there had been a guard on the rear platform the tale would have been different. As it is one man dead and five are badly injured.

With a shrieking of whistles and a ripping and snapping the engine crashed into the passenger train and discharged its passengers and was backed down into the yards.

By this time all of the waiters were out of the car and the firemen turned their attention to recovering Gones' body.

He soon found it wedged between the second table from the rear of the pilot, but it was crushed and burned almost beyond recognition.

Engines and wrecking derricks were sent to the scene and before 11 o'clock the four coaches and two sleepers of the passenger train had been drawn away.

So violent was the collision that the first freight engine ploughed to the middle of the dining car and the tender of the second was lifted from the track and jammed against the first freight car.

The wounded waiter, who was working on the engine, was carried to the patrol wagon and sent to St. Joseph's hospital.

Every minute brought more and more people to the scene. Some came in carriages, some on horseback and others on bicycles.

The center of interest was the splash of blood on the grade, where poor Gones was taken from the wreck. So eager were the people who had rushed to the scene to help in the rescue that the police had difficulty in keeping them back.

Partially recovered from his shock Walter Madry accompanied the firemen into the wrecked car and looked out the men's clothing and personal belongings. These were left in a pile beside the track under the eye of Officer Kelly.

Waiter Madry, who dove head foremost through the fifth window, escaped without a scratch.

"I was changing my clothes," said he, "when I heard a shriek and was thrown violently against a table. Golly! I thought my time had come when the car began to rise right up. When I looked round and saw an engine coming right down the aisle I thought I'd better leave, so I jumped and landed on my back. No, I'm all right, 'cept a shaking up. I wonder where my new suit is, and he started through the pile of rescued clothing."

This is the story of Engineer Brandt, who was on engine 200, the second one: "We were coming round the curve at a speed of fifteen miles an hour. It is down grade here, you know. When it was too late I saw the passenger train ahead of us whirling for down brakes, but the engineer in the first engine seemed to lose his head. So I put on my brakes and jumped, telling my fireman to do so, too."

Save for the smokestack, sand box and whistle and cab of engine No. 67, the engines are practically uninjured, but the dining car is a wreck. Its rear truck is forced against the forward one and engine No. 67 stands in its place. Of the freight, only two cars, the fourth and fifth, left the tracks, and they are merely capized.

WRECK THAT COSTS ONE LIFE

Fatal Smashup in the Elkhorn Yards in North Part of City.

FREIGHT TRAIN RUNS INTO PASSENGER

One Man Killed and Several Injured So Badly They May Die—Victims Scalded by Escaping Steam—Engineer Can't Stop.

A collision due to carelessness, resulting in the death of one man and serious injury to five, occurred in the Elkhorn yards at Pinyon street at 10:12 a. m. yesterday.

Killed: HARRY GONES, waiter, of Chicago. Fatally wounded: OTTO HOMEDALE, conductor of dining car, scalded and injured about the body.

THOMAS PARSONS, waiter in dining car, crushed and scalded. Will probably die. Home in Omaha.

Seriously injured: J. WESTERHEIDE, Omaha, internally injured. M. W. BRANDT, engineer of freight engine No. 290, internally injured.

M. K. SMITH, engineer of freight engine No. 67, internally injured. FRANK SPECK, fireman freight engine No. 200, cut about face and body and probably internally injured.

MADSEN, fireman of freight engine No. 67, hurt about head and shoulders. D. F. DANNER, Pullman car porter, hurt by falling glass.

The following waiters and cooks in the dining car were more or less injured about the hands and face by flying glass and splinters:

Madry, Chicago. Fred Leonard, Chicago. Henry Jones, Chicago. Thomas Robinson, Chicago.

Passenger Train Was Empty. The Chicago, St. Paul, Minneapolis & Omaha train, which arrived at 9 a. m., had discharged its passengers, and after lying at the depot for some time, was backed down into the yards.

On the rear end was the Chicago & Northwestern dining car Delmonico, with its crew of six. Otto Homedale, dining car conductor; Waiters Madry, Winters and Parsons; and Cook Coling. No guard stood on the rear platform.

Pulling a heavy through freight of twenty cars were engine No. 67, in charge of Mike Smith and Fireman Madden, and No. 200, in charge of M. W. Brandt and Fireman Speck.

The double-header came round the curve just above Pinyon street at a speed of fifteen miles an hour. The track is down grade there.

Busy about their cleaning up, joking, whistling, comparing tips and planning for this day's amusement, were the crew of the dining car. The last thing that would have entered their heads was a collision.

If there had been a guard on the rear platform the tale would have been different. As it is one man dead and five are badly injured.

With a shrieking of whistles and a ripping and snapping the engine crashed into the passenger train and discharged its passengers and was backed down into the yards.

By this time all of the waiters were out of the car and the firemen turned their attention to recovering Gones' body.

He soon found it wedged between the second table from the rear of the pilot, but it was crushed and burned almost beyond recognition.

Engines and wrecking derricks were sent to the scene and before 11 o'clock the four coaches and two sleepers of the passenger train had been drawn away.

So violent was the collision that the first freight engine ploughed to the middle of the dining car and the tender of the second was lifted from the track and jammed against the first freight car.

The wounded waiter, who was working on the engine, was carried to the patrol wagon and sent to St. Joseph's hospital.

Every minute brought more and more people to the scene. Some came in carriages, some on horseback and others on bicycles.

The center of interest was the splash of blood on the grade, where poor Gones was taken from the wreck. So eager were the people who had rushed to the scene to help in the rescue that the police had difficulty in keeping them back.

Partially recovered from his shock Walter Madry accompanied the firemen into the wrecked car and looked out the men's clothing and personal belongings. These were left in a pile beside the track under the eye of Officer Kelly.

Waiter Madry, who dove head foremost through the fifth window, escaped without a scratch.

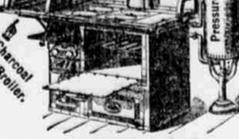
"I was changing my clothes," said he, "when I heard a shriek and was thrown violently against a table. Golly! I thought my time had come when the car began to rise right up. When I looked round and saw an engine coming right down the aisle I thought I'd better leave, so I jumped and landed on my back. No, I'm all right, 'cept a shaking up. I wonder where my new suit is, and he started through the pile of rescued clothing."

This is the story of Engineer Brandt, who was on engine 200, the second one: "We were coming round the curve at a speed of fifteen miles an hour. It is down grade here, you know. When it was too late I saw the passenger train ahead of us whirling for down brakes, but the engineer in the first engine seemed to lose his head. So I put on my brakes and jumped, telling my fireman to do so, too."

Save for the smokestack, sand box and whistle and cab of engine No. 67, the engines are practically uninjured, but the dining car is a wreck. Its rear truck is forced against the forward one and engine No. 67 stands in its place. Of the freight, only two cars, the fourth and fifth, left the tracks, and they are merely capized.

MILTON ROGERS & SON

STEEL RANGES Radiant Home Stoves



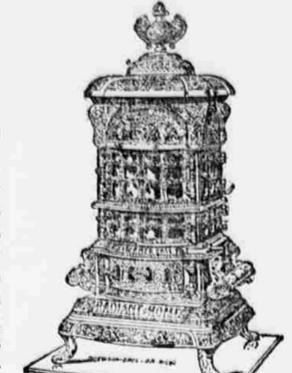
Majestic Complete. Made of heavy cold rolled Bessemer Steel Plate—lined with asbestos—patent duplex gratings—use less coal than any others and with proper care will last a lifetime. A great variety of styles and sizes, prices ranging from \$24 up.

Majestic, Monitor, Garland, Quick Meal.

Made of heavy cold rolled Bessemer Steel Plate—lined with asbestos—patent duplex gratings—use less coal than any others and with proper care will last a lifetime. A great variety of styles and sizes, prices ranging from \$24 up.

Majestic, Monitor, Garland, Quick Meal.

Made of heavy cold rolled Bessemer Steel Plate—lined with asbestos—patent duplex gratings—use less coal than any others and with proper care will last a lifetime. A great variety of styles and sizes, prices ranging from \$24 up.



The most economical and most satisfactory Base Burners ever made. More Radiant Home Stoves in use in Omaha and vicinity than all other makes combined. With a Radiant Home you can heat more space with less coal than any stove made. See the 1898 patterns, which are hand-somer and better than ever.



A Complete Line of the Famous Garland Stoves and Ranges—Made in all styles and sizes, and for cooking and heating, at prices from \$10 to \$70. All Garlands have aluminized ovens—the greatest invention of the age.

A Complete Line of the Famous Garland Stoves and Ranges—

Made in all styles and sizes, and for cooking and heating, at prices from \$10 to \$70. All Garlands have aluminized ovens—the greatest invention of the age.

A Complete Line of the Famous Garland Stoves and Ranges—

Made in all styles and sizes, and for cooking and heating, at prices from \$10 to \$70. All Garlands have aluminized ovens—the greatest invention of the age.

Round Oak Stoves

The famous oak stoves—the original of them all.

The Round Oak has many imitators, but no equals. Saves one-third the fuel over any oak stove made. Keeps fire 48 hours with soft coal. All sizes from \$12 up.

Oil Heaters

Gas Heaters

We show an immense line of Oil and Gas heaters and are agents for

The Barler, The Jewel, Puritan, Reliable and Erie Heaters.

Prices from \$2.00 up.

Parties out of town should send and get prices and illustrations. Stoves and ranges packed and delivered for shipment, freight paid, to any point in the west.

Cole's Hot Blast Stoves.

Cleanliness with even heat—Fire never goes out—Saves one third of the coal or wood bill—Made in many styles and sizes, at prices from \$3.50 up.

Cole's Wood Air Tight Heaters.

Cleanliness with even heat—Fire never goes out—Saves one third of the coal or wood bill—Made in many styles and sizes, at prices from \$3.50 up.

Cole's Hot Blast Stoves.

Cleanliness with even heat—Fire never goes out—Saves one third of the coal or wood bill—Made in many styles and sizes, at prices from \$3.50 up.

Cole's Wood Air Tight Heaters.

Cleanliness with even heat—Fire never goes out—Saves one third of the coal or wood bill—Made in many styles and sizes, at prices from \$3.50 up.

A good Oak Stove, with nickel foot rail for..... \$5.75 A nice Sheet Iron Wood Air Tight Heater for..... \$3.45 A nice Sheet Iron Coal Parlor Stove for..... \$4.95 A large 6-hole Steel Range, with 20 gallon hot water reservoir and high warming closet, a perfect baker, complete, \$29.75

A good No. 8 Cook Stove, warranted baker..... \$8.75 A Splendid No. 8 Cook Stove, extra large oven..... \$12.85 A No 8 6-hole Range, handsome design, nickel plate, large oven..... \$13.50

A large 6-hole Steel Range, with 20 gallon hot water reservoir and high warming closet, a perfect baker, complete, \$29.75

We Sell Stoves and Ranges on Payments or Give a Discount for Cash.

MILTON ROGERS & SON, Cor. 14th and Farnam St. Opposite the Paxton Hotel.

A good Oak Stove, with nickel foot rail for..... \$5.75 A nice Sheet Iron Wood Air Tight Heater for..... \$3.45 A nice Sheet Iron Coal Parlor Stove for..... \$4.95 A large 6-hole Steel Range, with 20 gallon hot water reservoir and high warming closet, a perfect baker, complete, \$29.75

A good No. 8 Cook Stove, warranted baker..... \$8.75 A Splendid No. 8 Cook Stove, extra large oven..... \$12.85 A No 8 6-hole Range, handsome design, nickel plate, large oven..... \$13.50

A large 6-hole Steel Range, with 20 gallon hot water reservoir and high warming closet, a perfect baker, complete, \$29.75

We Sell Stoves and Ranges on Payments or Give a Discount for Cash.

MILTON ROGERS & SON, Cor. 14th and Farnam St. Opposite the Paxton Hotel.

A good Oak Stove, with nickel foot rail for..... \$5.75 A nice Sheet Iron Wood Air Tight Heater for..... \$3.45 A nice Sheet Iron Coal Parlor Stove for..... \$4.95 A large 6-hole Steel Range, with 20 gallon hot water reservoir and high warming closet, a perfect baker, complete, \$29.75

A good No. 8 Cook Stove, warranted baker..... \$8.75 A Splendid No. 8 Cook Stove, extra large oven..... \$12.85 A No 8 6-hole Range, handsome design, nickel plate, large oven..... \$13.50

A large 6-hole Steel Range, with 20 gallon hot water reservoir and high warming closet, a perfect baker, complete, \$29.75

We Sell Stoves and Ranges on Payments or Give a Discount for Cash.

MILTON ROGERS & SON, Cor. 14th and Farnam St. Opposite the Paxton Hotel.

No. 200, and Charles Westerheid, the man who was riding in his engine at the time of the accident, are doing well and it is not believed that their injuries will result seriously.

BLAME HAS NOT BEEN FIXED YET.

General Manager Bidwell Will Investigate Thoroughly.

General and Public Works (The Bee), Elkhorn & Missouri Valley road, after returning from the scene of the wreck, said:

"The accident was caused by one of our freight trains colliding with a passenger train of the Omaha road. The passenger train had discharged its passengers and was backing down to the yards to be cleaned. It had gone as far as the Omaha track extends to a point where it meets our track. It had not gone further on account of a misplaced switch."

Does the responsibility rest with those in charge of the switch? "I shouldn't like to say that. The blame cannot be fixed until all the men concerned have been examined. There will be a good many questions to ask before the blame is fixed. I've been down there, and talked with some of the men, but just now, was not able to see all the men concerned."

"Had it not been for the one dead the wreck would not have been a serious one." "Is the damage to the equipment great?" "No. Two of the freight cars of the Elkhorn were thrown over, but not damaged very much. The most damage was done to the dining car of the Omaha road."

BEE BUILDING DECORATIONS

Handsome Exterior Draping, the Work of an Omaha Firm, Pleases the Public Generally.

There is not a building in Omaha which is more handsomely decorated in honor of Central and Jubilee weeks than The Bee building. At night the outlines of the structure are brought out by many lines and rows of incandescent lights; during the day the building is dressed with the Ak-Sar-Ben and national colors in harmonious and pleasing fashion. The latter decoration was designed and executed by R. E. Lee & Co. and was put in place under the supervision of Mr. Lee himself.

The building was adorned particularly in honor of the visit of President McKinley and therefore the appropriate feature of the decorations is a huge portrait of the nation's chief executive. It hangs directly above the main entrance and is framed in American standards. Huge flags of the nation's colors are draped to the right and left. Above at every story depend masses of bunting of red, white and blue or the green, yellow and red of the Ak-Sar-Ben knights. Shields bearing the Hencessens of Sampson and Devey and the magic word, "Welcome," are thrust into prominence. Surmounting the whole and flying from the flagstaff at the top of the building floats a big American flag and from its highest point to the corners of the building are strung the colors of the nations of the world. The decorations as a whole are harmonious and pleasing.

Pickpocket Captured.

George Jackson, a prominent mining man from Deadwood, S. D., accompanied by his wife, G. M. Brelsford, superintendent of the water works of Deadwood, S. D., and his wife, and George Funk, an insurance man of Omaha, were visiting on the excursion grounds Friday night, when a pickpocket stole the wallet of Mr. Brelsford containing his railroad tickets and several hundred dollars. The act was witnessed by Mr. Funk and Mr. Jackson, who immediately gave chase to the thief. They caught him near the German village street turned him over to the police before he could pass the pocketbook to his partner, who managed to escape. The captured thief gave the name of George McCormack and his address as Chicago.

Condition of the Injured.

Thomas Parsons, the dining car waiter who was badly scalded and crushed in the wreck, and Otto Homedale, the conductor of the dining car who was almost cooked by the steam that escaped from the engine that caused the wreck, are reported to be in the same condition as when they were brought to St. Joseph's hospital. Little or no hope is entertained for their recovery.

Parsons lives in this city and has a room at St. Miners, Fourteenth and Cass streets. Homedale is a resident of Boone, Ia., where his father has charge of the Northwestern railway eating house.

Brandt, the engineer of freight engine

SCHONNING'S SUDDEN DEATH

Retired Mining Man Comes to His End Under Peculiar Circumstances.

HIS FRIENDS SUSPECT SOME FOUL PLAY

Not Satisfied with the Statement of a Doctor that Death Was Caused by Heart Failure—Story of a Spree.

John P. Schonning, a retired mining man of means of Twenty-fourth and Harney streets, died early yesterday morning under circumstances that lead his friends to believe that his death was caused by foul play. Some of the men are spending the summer at a police investigation has been set afoot.

The appearance of Schonning's person, despite the fact that a doctor diagnosed the case as one of heart failure, and the peculiar circumstances surrounding the case give color to the suspicion that Schonning was the victim of thugs.

His face shows three wounds, one across the chin, one below the chin and one across the bridge of the nose. His friends, Fritz Marty of Twenty-sixth and Harney streets, and J. Driss, a saloon man from West Point, Neb., who were with him during the early hours of yesterday morning and who took the corpse home in a hack, unconscious that the body had left it until they reached his home, say that Schonning received the wounds by falling onto a scrap iron heap at Eleventh and Douglas streets.

If Schonning was assaulted it was not for the purpose of robbery, as the valuable diamond ring he habitually wore and his gold watch were on his person when the corpse was brought home. A check for \$500 was also found in his possession by his relatives.

Marty's story is that after he, Driss and Schonning had gone out to see the town, about 2 o'clock yesterday morning the three started home. At Eleventh and Douglas streets Schonning, who had his hands in his overcoat pockets, without uttering a word lurched forward and fell. Marty and Driss ran to his assistance and raised him up. Blood was seen on his face and Marty says he sent Driss for a physician. Driss was gone an hour before he returned with a doctor he had found at Fuller's drug store. The physician ordered Schonning taken home. A hack was called and he was placed in it. When the party arrived at Schonning's home and an effort was made to take him out it was found that he was dead.

Dr. E. W. Lee was summoned and he pronounced the case one of heart disease, a malady from which deceased had been suffering for years.

Schonning was a retired mining man. He amassed a fortune in mines near Butte, Mont. He was 45 years old. The local legend of Elks, of which he was a member, is conducting the investigation of his case. No blame is attached to Driss or Marty.

SLOT MACHINES AND SCHOOLS

Principal McDonald of the Farnam Building Objects to Games of Chance for Children.

The principal of Farnam school, Miss Agnes McDonald, is complaining bitterly of penny slot machines that are being operated across the street from that school. She says they are demoralizing the morals and discipline of the school, besides furnishing the children with cheap confectionery and cigarettes, which impair the health and intellect. Speaking of the matter, Miss McDonald said:

"The fascination of these games draws the children in flocks. They are often

lately and some of the poorer children spend money which should buy them clothing this year. If I were a judge I think I would give these games of chance in no other way I shall ask the parents who have pupils in Farnam school to not allow children to bring their pennies to school. The slot machines are detracting materially from the school work and interest in studies."

SOLDIER BOYS COMING BACK

Camp Meiklejohn is Filling Up with Volunteers Who Are Returning from Their Furlough.

Camp George D. Meiklejohn is once more taking on the appearance of an inhabited village, as the soldiers of the Second Nebraska are returning from this and other states to keep faith with their verbal furloughs which expire tomorrow. A large number arrived yesterday and many the day before, making a total of several hundred. Some of the men are spending the summer at company quarters who have not reported for duty at headquarters, making the exact number at the post indefinite. These prefer to board elsewhere, drawing in the meantime their ration allowance. The regiment rolls show that 192 furloughed men have reported at headquarters and the post regiment is expected to arrive on evening and morning trains.

When the discharge are distributed the Twenty-second regiment at Fort Crook will endeavor to secure enough recruits from the volunteers to fill out its ranks reduced by the departure of less than 500. Lieutenant Moore, Twenty-second infantry, has established a recruiting station at Camp Meiklejohn and will open for business on Monday. He says that he expects to enlist 200 men, who will be valuable in case the Twenty-second is once more ordered south from the Pacific coast to less than 500. Lieutenant Moore, Twenty-second infantry, has established a recruiting station at Camp Meiklejohn and will open for business on Monday. He says that he expects to enlist 200 men, who will be valuable in case the Twenty-second is once more ordered south from the Pacific coast to less than 500.

The returned soldiers are almost without exception in the best of health and have lost the pallor and emaciation that distinguished them thirty days ago. They gushed about their company quarters yesterday exchanging greetings with their comrades and reciting experiences in the manner of a veterans' encampment. Each new arrival was observed as he approached across the parade ground with his rolled blanket over his shoulder and was marked for the prey of those who had been left behind on garrison duty. When he entered the door he was enthusiastically embraced and was not released until he had made a sacrificial offering for a quart or more of liquid refreshment.

Many of the companies have fitted up small gymnasiums and the men who have found time heavy on their hands during the last month have put in a good deal of time in work with dumb bells and Indian clubs. Company M has fitted up a punching bag in front of its quarters and is willing to match its champion puncher, Harry Howell of Grand Island, against any man in the regiment.

Funeral of Mrs. Benson.

The funeral of Mrs. Erastus A. Benson was one which expressed an unusual degree of interest and affection on the part of her friends and admirers. A long procession of carriages followed the remains to their final resting place in Mount Hope cemetery, where it passed through two lines of friends and admirers. A long procession of carriages followed the remains to their final resting place in Mount Hope cemetery, where it passed through two lines of friends and admirers. A long procession of carriages followed the remains to their final resting place in Mount Hope cemetery, where it passed through two lines of friends and admirers.

My sister had this rash come on her shoulder when she was about eighteen months old. It was there about two years causing her intense suffering. We had several different doctors, tried everything that we could think of, and that every one could suggest without effecting a cure. In spite of all we did it kept spreading. One day it would scab over and then crack open and a watery matter oozed from it and the scabs would all fall off. It would be raw for a